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SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

25X1A

COUNTRY USSR

REPORT NO. [REDACTED]

SUBJECT Facilities of the Ukhta Oil Combine; Rate of 1952 Shipments/Rate of Vorkuta Coal Shipments/Railway Security East of Kotlas.

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1. "From the station of Chibin, west of the town of Ukhta on the North-Pechora (Severo-Pechorskaya) Railway, a side line branches off to the Ukhta Oil Combine (Ukhtinskiy Naftianoi Kombinat). In 1952 the combine consisted of the following plants:
 - The Ukhta Oil Refinery No. 1
 - The Ukhta Oil Refinery No. 2
 - The Ukhta Bitumen Works
 - The Ukhta Carbon Black Factory. (Carbon black is used in the rubber industry)
 - The Ukhta Mechanical Works
 - The Ukhta Repairs Plant
 - The Ukhta Electrical Power Station.
2. "In 1952 four trains with 40 cisterns of 50 tons each left this combine daily for Leningrad and from time to time for Archangel.
3. "Ten trains, each with 40 hopper-cars (each car taking 60 tons) loaded with coal, came daily to Kotlas from the Vorkuta region in 1952. Fifty per cent of the trains were directed on to Leningrad while the rest went to the towns of Archangel, Kirov and Molotov. The Vorkuta coal is first-grade coking coal for metallurgical plants.
4. "In 1952 the population of Vorkuta numbered 42,000; 75 per cent were convicts working in coal mines. Their working and living conditions are very hard. The coal mines are underground in the permanently frozen tundra. Most of the convicts live in large one-story wooden barracks.
5. "From Kotlas eastward the railway is strictly guarded by MVD Interior Security Forces (Voiska Vnutrennei Otkhrany MVD). All works on the railway east of Kotlas are executed by the Building Administration of the MVD on the Pechora Railway (Stroitelnoe Upravlenie MVD Pechorskoi Zheleznoi Dorogi), which uses forced labor."

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